

ELECTRIC VEHICLE SCHOOL BUS CHARGING STATION
PROGRAM EVSB-2 (SC PILOT)PURPOSE

The purpose of this pilot program is to support the procurement of an Electric School Bus (EVSB) and installation of approved Electric Vehicle Supply Equipment (EVSE) to collect utilization and other load characteristics to better understand potential grid and utility impacts and explore the potential for vehicle-to-grid power flow from EVSB batteries. The school bus shall provide transportation services to a public school system. Participants shall allow Company to implement load management capabilities to reduce charging speeds, up to and including full curtailment and Vehicle-to-Grid (V2G) power flow, provided such control activities don't impact the necessary duty cycle of any school bus.

AVAILABILITY

This Program is available on a first-come-first-served basis, at Company's sole option, to non-residential customers receiving electric service within Company's South Carolina service territory. Customers must operate a public school transportation system utilizing one or more electric vehicle school buses. Incentives are available for no more than ~~540~~ buses which may be owned by a single or multiple school systems. This program shall end following 36 months from the date of the first commissioned installation, unless extended by Company. Prior to participation under this Program, Customer and Company shall execute an Electric Vehicle School Bus Supply Equipment Site Agreement to establish the terms and conditions of the installation.

INCENTIVES

Company shall pay a participant up to ~~\$265,000+25,000~~ per bus for the procurement, delivery and installation of a school bus and associated charging station. Customer shall employ a licensed electrical contractor, at its sole expense, to install, maintain, repair or replace the charging equipment which shall be retained at the site for the full 36 months of the pilot. Customer must maintain charging station connectivity during the pilot. Ongoing operation and maintenance of all EVSB components shall be the sole responsibility of customer. Company shall be responsible for EVSB battery replacement through the 12th operational year should EVSB require replacement. The Company retains the right to repurpose any removed EVSB battery and at the end of the 12th year, at Company's sole option, the EVSB Battery shall be provided to the Company without compensation to the Customer.

EVSB and CHARGING EQUIPMENT

Customer must select an EVSB and EVSE from a list supplied by Company which has appropriate operational, safety, communications, control, and V2G capabilities. The EVSB must have a minimum operating range of 100 miles on a single charge. EVSE shall be installed on Customer's side of Company's meter; therefore, any usage will be billed under the applicable general service schedule and other riders, if applicable, for the Billing Demand and kilowatt-hours registered or computed by or from Company's metering facilities during the current month.

CONTRACT TERM AND EARLY TERMINATION

If the EVSB and EVSE are relocated outside of Company's service territory or are discontinued from use within the 36 month pilot term, the Customer shall remit repayment of the total incentive amount received.

CUSTOMER'S RESPONSIBILITIES

Customer shall provide a location on premise for installation of Company's facilities and any necessary access to the work site and shall use reasonable diligence to protect Company's equipment from harm. In

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the event of damage to Company owned equipment that is caused by the Customer or Customer's agents, Customer agrees to pay all repair or replacement costs associated with the damage. Customer shall grant Company reasonable access rights during times specified by Company to operate and maintain its equipment during the program.

GENERAL

In addition to the usage recording capabilities of the charging station equipment, Company shall have the right to install at its own expense additional metering and load research devices as it deems appropriate to collect the usage characteristics of the electric vehicle charging station equipment.

REGULATORY AUTHORITY

Services rendered under this Agreement are subject to the authority of the South Carolina Public Service Commission and any changes or other modifications lawfully made thereto.